



3010

### **MARINE SAFETY INFORMATION BULLETIN**

*These bulletins are purely informational for the maritime community within this Captain of the Port zone. They advise you of emerging information & situations that may impact our Marine Transportation System. As important, they help to manage expectations & facilitate cooperation regarding actions that we may be taking and/or that you may need to employ in the interest of safety/security. Increased vigilance in our maritime world hinges significantly upon proactive engagement & information sharing with the private sector, which has the primary responsibility for security & safety at their waterfront facilities & vessels.*

**BULLETIN NO: 001-20**

**Date: APR 29 2020**

### **SUBJECT: ANCHORAGE USE WITHIN THE SECTOR PUGET SOUND CAPTAIN OF THE PORT ZONE**

1. The uninterrupted flow of commerce within our Marine Transportation System (MTS) is critical to both national security and national economic vitality. During the COVID-19 emergency, it is paramount that the U.S. Coast Guard safeguard the operation of the MTS to ensure the national domestic supply chain remains uninterrupted. Continued cooperation and communication between vessel masters, vessel agents, the Puget Sound Pilots, and Sector Puget Sound's Vessel Traffic Service (VTS) are imperative to ensure the safety and resiliency of our MTS.

2. This MSIB serves as a reminder that vessel operators, charterers, agents, and terminal operators must ensure sufficient voyage planning, communication, and coordination to avoid vessels proceeding into an anchorage without a reasonable date and time for a berth. This coordination ensures fair and efficient allocation of the limited number of anchorages available.

3. The Puget Sound VTS, under the authority of 33 CFR § 1.01-30, 33 CFR § 110.230, and 33 CFR § 160.5, manages vessel traffic within the entire Vessel Traffic Service area, including anchorages. To facilitate the effective management of anchorages, the VTS provides an anchorage reservation process to reduce the risk of overcrowding while maintaining maximum usage of each anchorage in a fair and orderly manner, and minimizing risks to the environment. The Puget Sound Harbor Safety Plan's Anchoring Standard of Care contains a table listing the maximum number of vessels and duration for each anchorage. The VTS Users' Manual also contains a copy of the table. Both documents can be found at [www.PSHSC.org](http://www.PSHSC.org) and <https://www.pacificarea.uscg.mil/VTSPugetSound/>.

4. The VTS will continue to manage anchorages as outlined in the above-referenced materials, and will review all reservation extension requests carefully. Vessels and agents should not expect a routine granting of extensions, and should be prepared to provide compelling reasons why the original berth dates were not met. Any requests should also include documentation from terminal

**ANCHORAGE USE WITHIN THE SECTOR PUGET  
SOUND CAPTAIN OF THE PORT ZONE**

operators in reference to the extension request. If a vessel is unable to demonstrate a reasonable berth availability date, the vessel may be directed to vacate the anchorage.

5. All anchored vessels are highly encouraged to comply with the Anchoring Standard of Care, found in the Puget Sound Harbor Safety Plan [www.PSHSC.org](http://www.PSHSC.org). Vessels unable to comply with these requirements must immediately notify VTS Puget Sound. In such a case, the Captain of the Port may require the vessel to have one or more tugs standing by to render immediate assistance. VTS will contact each anchored vessel to ensure they are maintaining a live radio watch on the VTS working frequency during heavy weather conditions.

6. For more information, please contact Mr. Laird H. Hail at [Laird.H.Hail@uscg.mil](mailto:Laird.H.Hail@uscg.mil) or (206) 217-6046.

Sincerely,



L. A. Sturgis  
Captain, U.S. Coast Guard  
Captain of the Port, Puget Sound